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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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1. About October 1950 most of the railway locomotives in the Antung area were sent to Mutanchiang and Link'ou (N 45-18, E 130-17). Because of the differences in gauges in the Manchurian and Soviet Railways, all goods are transhipped at Manchouli or Suifenho. Most of the traffic to Mutanchiang and Link'ou comes through Suifenho.
2. The Soviets dismantled the railway between Mishan (N 45-35, E 132-06) and Hulin (N 45-59, E 133-38) and between Peian (N 48-14, E 126-22) and Heiho (N 50-16, E 127-28). The railway between Ch'aoyang (N 41-34, E 120-26) and Kupeik'ou (N 40-42, E 117-10) was dismantled after the war to restore important railways; the railway is now being rebuilt. The line between Changchun and Paich'engtzu (N 45-37, E 122-52) was torn up and has not been restored.
3. There are more than 130 tunnels on the T'ienhsui-Paochi railway. The line has sharp curves, poor roadbed, and is considered one of the worst Chinese railways. The Soviets are now busy repairing the line. Many of the tunnels had not been reinforced as of March 1953.
4. Between November 1950 and January 1951, 500-600 Japanese railway workers were assembled at Peitaopu, T'ienhsui and Yenhsien to build the Northwest railway. The work had been completed to Lunghsi (N 35-01, E 104-30) by May 1952.

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